

## SHIP REPAIR INDUSTRY

While over 200 privately owned firms of varying capabilities are involved in repairing ships in the United States, only 44 yards are capable of drydocking vessels 122 meters in length and over. For ships this size, the U.S. shipbuilding and repair industry is currently operating a total of 48 floating drydocks, 31 graving docks, and 2 marine railways. However, some of these graving docks are committed to new construction. The large organizations which have drydocks generally have extensive waterfront acreage and are capable of all types of ship repair and maintenance. Major shipyards usually combine repair, overhaul, and conversion with shipbuilding capabilities, and employment normally numbers in the thousands. It is difficult to draw a sharp line between shipbuilding yards and ship repair yards, as many of the yards engage in both types of work.

### Repair (with Drydocking) Facilities

Major drydocking facilities are defined as those yards having at least one drydocking facility that can accommodate vessels 122 meters in length and over, provided that water depth, in the channel, to the shipyard itself is at least 3.7 meters. These facilities may also be capable of constructing a vessel less than 122 meters in length overall. Exhibit 21 is a histogram displaying the reduction in the number of available floating drydocks as the maximum ship length increases.

Appendix B tabulates information updated for 1997 on 32 of these repair yards by geographical location. Additional information is available in the Office of Ship Construction.

### Major Topside Repair Facilities

Major topside repair facilities are those that have sufficient berth/pier space for topside repair of ships 122 meters in length and over, provided that water depth in the channel to the facility itself is at least 3.7 meters. These facilities may also have drydocks and/or construction capability for vessels less than 122 meters in length. Services rendered by these firms vary from a simple repair job to a major topside overhaul, particularly when the work on oceangoing ships can be accomplished without taking the ships out of the water. It is common practice for a shipyard to send its personnel and equipment to provide voyage repairs while the ship is at anchor or working cargo at a commercial marine terminal. There is an increasing trend worldwide to send ship repairers to the ship rather than to bring the ship to the shipyard, thus calling for greater mobility of ship repair personnel.

Appendix B also tabulates information for 1997 on the 37 topside repair yards' facilities (berth/pier space). The yards' building ways, drydocks, marine railways, etc., are not addressed herein as they cannot accommodate vessels 122 meters in length and over. However, detailed data for these facilities were obtained during MARAD's annual shipyard survey and are available in the Office of Ship Construction.